IN THE CLAIMS:

Please amend the claims as follows:

Amend claims 1-35 as follows:

1. (Twice Amended) A method for allocating electric vehicles, comprising the steps of:
having a user enter an expected distance of an intended trip;
selecting a group of vehicles based on vehicle location information, each vehicle having a charge level adequate for the expected distance of the intended trip; and
allocating a vehicle having a highest level of charge in the selected group.

2. (Twice Amended) A method for allocating one or more vehicles from a fleet of electrically powered vehicles to one or more users, wherein each vehicle has a state of charge (SOC) at any given time, the method comprising:
receiving a travel request from a user;
selecting a group of one or more vehicles from the fleet based on vehicle location information, each selected vehicle having an SOC sufficient to meet the travel request; and
allocating a vehicle having a highest SOC in the group for the user.

3. (Once Amended) A method as recited in claim 2, wherein:
receiving a travel request comprises receiving information associated with an expected distance of travel; and
selecting a group comprises selecting one or more vehicles, each with a sufficient SOC to travel the expected distance.

4. (Once Amended) A method as recited in claim 2, wherein:
receiving a travel request comprises receiving information associated with an expected time period of use; and
selecting a group comprises selecting one or more vehicles, each with a sufficient SOC to travel for the expected time period.

5. (Once Amended) A method as recited in claim 2, wherein:
receiving a travel request comprises receiving information associated with an expected destination port and an expected distance of travel beyond a direct route to the destination port; and
selecting a group comprises selecting one or more vehicles, each with a sufficient SOC to travel the combined distance of the direct route to the destination port and expected distance of travel beyond the direct route.

6. (Once Amended) A method as recited in claim 2, further comprising identifying the allocated vehicle to the user.

7. (Once Amended) A method as recited in claim 6, wherein identifying the allocated vehicle to the user comprises displaying identification information to the user on a display device.

8. (Once Amended) A method as recited in claim 2, wherein receiving a travel request comprises:
displaying a map to the user; and
receiving user-selected map locations on the map.

---

9. (Twice Amended) A method as recited in claim 2, wherein:
receiving a travel request from a user includes:
providing a user interface terminal at one or more ports;
receiving the travel request from a user at the user interface terminal; and
communicating the travel request to a computer;
selecting a group of one or more vehicles from the fleet includes operating the computer to select the group of one or more vehicles; and
allocating a vehicle having a highest SOC in the group includes operating the computer to allocate the vehicle for the user.

10. (Once Amended) A method as recited in claim 19, wherein:
receiving a travel request comprises receiving information associated with an expected distance of travel; and
selecting a group comprises selecting one or more vehicles, each with a sufficient SOC to travel the expected distance.

11. (Once Amended) A method as recited in claim 19, wherein:
receiving a travel request comprises receiving information associated with an expected time period of use; and
selecting a group comprises selecting one or more vehicles, each with a sufficient SOC to travel for the expected time period.

12. (Once Amended) A method as recited in claim 19, wherein:
receiving a travel request comprises receiving information associated with an expected destination port and an expected distance of travel beyond a direct route to the destination port; and
selecting a group comprises selecting one or more vehicles, each with a sufficient SOC to travel the combined distance of the direct route to the destination port and expected distance of travel beyond the direct route.

13. (Once Amended) A method as recited in claim 19, further comprising identifying the vehicle allocated to the user.

14. (Once Amended) A method as recited in claim 9, wherein:
providing a user interface terminal at one or more ports comprises:
providing a user interface at a plurality of ports disposed at geographically remote locations relative to each other; and
defining, for each port, a vehicle search group (VSG) in which more than one and less than all of the vehicle from the fleet may be located at any given time; and
operating the computer to select a group of one or more vehicles from the fleet comprises selecting the group from the VSG of the port from which travel information is received.

15. (Once Amended) A method as recited in claim 14, wherein defining a VSG includes including vehicles parked at a parking facility at the port in the VSG.

16. (Once Amended) A method as recited in claim 15, wherein defining a VSG further includes including vehicles due to arrive at the port within a preset time period in the VSG.

17. (Once Amended) A method as recited in claim 16, wherein defining a VSG further includes including vehicles due to become sufficiently charged at the port within a preset time period in the VSG.

18. (Once Amended) A method as recited in claim 15, wherein defining a VSG further includes including vehicles due to become sufficiently charged at the port within a preset time period in the VSG.

19. (Twice Amended) A method for allocating one or more vehicles from a fleet of electric powered vehicles to one or more users, each vehicle having a state of charge (SOC) at any given time and a charging rate dependent upon the SOC, wherein a plot of the SOC of the vehicle being charged versus time defines a generally linear region below an SOC level and a nonlinear region above the SOC level, the method comprising:

receiving a travel request from a user;

selecting a group of one or more vehicles from the fleet based on vehicle location information, each selected vehicle having an SOC sufficient to meet the travel request from the user; and

allocating a vehicle within the group having an SOC above the SOC level; and

in response to no vehicles within the group have an SOC above the SOC level, allocating a vehicle within the group having a highest SOC for the user.

20. (Twice Amended) A vehicle allocation system for allocating one or more vehicles from a fleet of electrically powered vehicles to one or more users, wherein each vehicle has a state of charge (SOC) at any given time, the vehicle allocation system comprising:

one or more ports at geographically remote locations relative to each other, each port having a user interface terminal for receiving a travel request from a user;

a computer system in communication with at least one user interface terminal and programmed, in response to a travel request received from a user, for selecting a group of one or more vehicles from the fleet based on vehicle location information, where each selected vehicle has an SOC sufficient to meet the travel request from the user, and for allocating a vehicle having a highest SOC in the group for the user.

21. (Once Amended) A system as recited in claim 20, wherein said computer system comprises a central station computer system in communication with a plurality of user interface terminals at said one or more ports.

22. (Once Amended) A system as recited in claim 20, wherein:

said user interface terminal is configured to receive the travel request including information associated with an expected distance of travel; and

said computer system is programmed for selecting the group of one or more vehicles, each with a sufficient SOC to travel the expected distance.

23. (Once Amended) A system as recited in claim 20, wherein:
said user interface terminal is configured to receive the travel request including information associated with an expected time period of use; and
said computer system is programmed for selecting the group of one or more vehicles, each with a sufficient SOC to travel for the expected time period.

24. (Once Amended) A system as recited in claim 20, wherein:
said user interface terminal is configured to receive the travel request including information associated with an expected destination port and an expected distance of travel beyond a direct route to the destination port; and
said computer system is programmed for selecting the group of one or more vehicles, each with a sufficient SOC to travel the combined distance of the direct route to the destination port and expected distance of travel beyond the direct route.

25. (Once Amended) A system as recited in claim 20, wherein each of one or more ports includes a display device for displaying identification information of the allocated vehicle to the user.

26. (Once Amended) A system as recited in claim 20, wherein each of user interface terminals comprises:
a display device for displaying a map to the user; and
an interface for receiving user-selected map locations corresponding to locations on the displayed map from the user.

27. A system as recited in claim 20, wherein said computer system is programmed to:
define, for each port, a vehicle search group (VSG) in which more than one and less than all of the vehicles from the fleet may be located at any given time; and
select a group of one or more vehicles by selecting the group from the VSG of the port from which travel information is received.

28. (Once Amended) A system as recited in claim 27, wherein:
each port includes a vehicle parking facility at which one or more vehicles may be parked at any given time; and
said computer system is programmed to define the VSG of a given port including vehicles parked at the parking facility at the port.

29. (Once Amended) A system as recited in claim 28, wherein:
each port includes at least one vehicle charging facility; and
said computer system is programmed to define the VSG of a given port further including vehicles due to become

sufficiently charged at the port within a preset time period.

30. (Once Amended) A system as recited in claim 28, wherein said computer system is programmed to define the VSG of a given port further including vehicles due to arrive at the port within a preset time period.

31. (Once Amended) A system as recited in claim 20, wherein said computer system is further programmed for:
~~allocating a vehicle within the group having an SOC above~~ a predetermined SOC level; and
in response to no vehicles within the group have an SOC above the predetermined SOC level, allocating a vehicle within the group having the highest SOC for the user.

32. (Once Amended) A system as recited in claim 20, further comprising a plurality of vehicle subsystems associated on a one-to-one basis with the vehicles from the fleet, each vehicle subsystem including:
a status sensor configured for detecting the SOC of the vehicle; and
a data transmitter configured for transmitting information corresponding to the detected SOC to the computer system.

33. (Once Amended) A system as recited in claim 20, wherein:
said user interface terminal is configured to receive the request including user identification information; and

said computer system is programmed for allocating the vehicle further in response to the user identification information.

34. (Once Amended) A system as recited in claim 33, wherein said computer system includes a storage of vehicle preference information associated with each user identification and is programmed for allocating the vehicle in accordance with the user identification information and the vehicle preference information.

---

35. (Once Amended) A system as recited in claim 34, wherein the vehicle preference information comprises information number of vehicle wheels, number of vehicle doors, preferred minimal SOC or range of SOCs, distance usually traveled, or usual duration of vehicle use.

Cancel claims 36-50 without prejudice to the subject matters thereof.

Add new claims 51-62 to the subject application as follows:

51. (New) A method as recited in claim 1, further comprising the steps of:
sensing the charge levels of the vehicles;
transmitting the charge levels to a central station;
tracking the charge levels and the vehicle location information at the central station;
processing the vehicle location information for a vehicle due to arrive at a port to provide an estimated arrival time of the vehicle at the port;

defining a vehicle search group for each port including vehicles at the port and vehicles having estimated arrival times at the port within a predetermined time interval; and

selecting the group of vehicle within the vehicle search group in response to vehicle charge levels.

52. (New) A method as recited in claim 51, the step of defining a vehicle search group further comprising the step of including vehicles in the vehicle search group of a port in response to the vehicle being located at a charging facility at the port and having a charging time period due to expire within a predefined time period.

53. (New) A method as recited in claim 1, further comprising the step of determining a charging order for vehicles at a port in response to the charge levels of the vehicles with vehicles with low charge level being charged before the vehicles with high charge levels.

54. (New) A method as recited in claim 2, further comprising:

sensing the SOC for each vehicle;

transmitting the SOC to a central station;

tracking the SOC and the vehicle location information at the central station;

processing the vehicle location information for a vehicle due to arrive at a port to provide an estimated arrival time of the vehicle at the port;

defining a vehicle search group for each port including vehicles at the port and vehicles having estimated

arrival times at the port within a predetermined time interval; and

selecting the group of vehicle within the vehicle search group in response to vehicle charge levels.

55. (New) A method as recited in claim 54, wherein defining a vehicle search group further comprises including vehicles in the vehicle search group of a port in response to the vehicle being located at a charging facility at the port and having a charging time period due to expire within a predefined time period.

56. (New) A method as recited in claim 2, further comprising determining a charging order for vehicles at a port in response to the charge levels of the vehicles with vehicles with low charge level being charged before the vehicles with high charge levels.

57. (New) A method as recited in claim 19, further comprising:

sensing the SOC for each vehicle;

transmitting the SOC to a central station;

tracking the SOC and the vehicle location information at the central station;

processing the vehicle location information for a vehicle due to arrive at a port to provide an estimated arrival time of the vehicle at the port;

defining a vehicle search group for each port including vehicles at the port and vehicles having estimated arrival times at the port within a predetermined time interval; and

selecting the group of vehicle within the vehicle search group in response to vehicle charge levels.

58. (New) A method as recited in claim 57, wherein defining a vehicle search group further comprises including vehicles in the vehicle search group of a port in response to the vehicle being located at a charging facility at the port and having a charging time period due to expire within a predefined time period.

59. (New) A method as recited in claim 19, further comprising determining a charging order for vehicles at a port in response to the charge levels of the vehicles with vehicles with low charge level being charged before the vehicles with high charge levels.

60. (New) A system as recited in claim 20, further comprising:
a sensor associated with and installed on each vehicle for sensing the state of charge of the associated vehicle; and
a wireless communication unit associated with and installed on each vehicle and operatively coupled to the sensor on the associated vehicle for transmitting state of charge information corresponding to a state of charge sensed by the sensor.

61. (New) A system as recited in claim 60, wherein:
said computer system includes a tracking system that provides said vehicle location information and the

SOC information corresponding to the location of each vehicle;

said computer system is programmed for processing the SOC information;

said computer system is further programmed for processing the vehicle location information to provide an estimated arrival time of a vehicle at a port in response to the vehicle due to arrive at the port;

said computer system is further programmed for including the vehicle in the vehicles at a port and the vehicles having estimated arrival time at the port with in predetermined time interval in vehicle search group; and

said computer system is further programmed for including selecting the group of vehicles for a port within the vehicle search group of the port.

62. (New) A system as recited in claim 60, wherein said computer system is further programmed for including vehicles in the vehicle search group of a port in response to the vehicle being located at a charging facility at the port and having a charging time period due to expire within a predefined time period.

63. (New) A system as recited in claim 20, wherein said computer system is further programmed for determining a charging order for vehicles at a port in response to the charge levels of the vehicles with vehicles with low charge level being charged before the vehicles with high charge levels.